

## Road Characteristics Field Descriptions

Updated for the 2014 1<sup>st</sup> Quarter Publication

### Notes:

\_X\_ indicates that the definition is stated once but applies to the dominant route and each co-route. The LRS supports a dominant route (1) and up to 5 additional co-routes (2 – 6) for each segment. For example, the definition for RTE\_X\_CLSS\_CD applies to all of the following fields: RTE\_1\_CLSS\_CD (the dominant route), RTE\_2\_CLSS\_CD, RTE\_3\_CLSS\_CD, RTE\_4\_CLSS\_CD, RTE\_5\_CLSS\_CD and RTE\_6\_CLSS\_CD.

The Data Owner is the group that is responsible for maintaining that data item. There may be one or more additional business owners associated with that information, but the Data Owner should be the first group to contact when there is a question about the data in Road Characteristics.

Domains are represented as coded values and descriptions. The geodatabase version of the file contains the descriptions. The shapefile version contains the values, which tend to be abbreviated or numeric versions of the description. If the geodatabase table is exported, the resulting table will contain the values.

Road Characteristics is a dual-carriageway system meaning that divided roads (roads with medians) are represented as two separate lines and undivided roads are represented as a single line. This allows for different characteristics to be coded on each side of the route. On divided roads, most characteristics apply to just that side of the road.

When doing mileage calculations, only the inventory side of divided routes should be counted. However if the road is a couplet, then both sides should be counted as couplets are treated like individual routes. The One-way Direction Flag field should be used to determine if the road is divided or not. The Route 1 Direction field (dominant route) should be used to determine which side is the inventory direction and the Facility Type field should be used to determine if the route is a couplet. In general, characteristics data is more reliable on the inventory side of divided roads because that is where the quality control effort has been focused.

The 8-Digit Route Number is a unique number assigned to each route. The first digit represents the route class, the second digit represents a route qualifier (for example a business route, and is also used to distinguish different federal agencies where the route class is federal), the third digit represents the inventory or non-inventory direction, the fourth digit is not in use, the fifth through eighth digits represent the route number. The 10-Digit Route Number is the 8-Digit Route Number with a two digit county code at the end.

A gap segment is a piece of linework used to make the route continuous so that mileposts can be calculated. Gap segments are used in cases where there is a hole in the route. The length of the segment reflects the milepost gap in the route. Most gaps are ferry routes but there are other cases where gap segments are used. The gap segments themselves do not represent any actual mileage or pavement on the ground.

## Field Definitions:

### 1. OBJECTID

<b>Common Name</b>	Object Identifier
<b>Definition</b>	A unique number that is automatically generated for each segment
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every Segment
<b>Values</b>	Positive numbers
<b>Notes</b>	The Object Identifier changes with each publication.

### 2. Shape

<b>Common Name</b>	Shape
<b>Definition</b>	Stores the geometry information for each segment and is used by GIS software to display the line
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every Segment
<b>Values</b>	Polyline

### 3. G1\_FtSeg\_Id

<b>Common Name</b>	G1 FTSEG
<b>Definition</b>	Numbers assigned to LRS segments that can be used in Linear Referencing operations
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every Segment
<b>Values</b>	Positive and negative numbers
<b>Notes</b>	A single G1 FTSEG may be made up of several individual segments. G1 FTSEGs are measured from 0 (From Percent) to 1 (To Percent). G1 FTSEGs can be split at LRS segment breaks (intersections, county boundaries, direction changes, historic changes and pseudo nodes) and can also be split at event breaks (changes in one of the characteristics of the road). Segments that have the same G1 FTSEG would have unique, non-overlapping From and To Percent measures. G1 FTSEG is stable and does not change between publications. Should be used as the route identifier when performing LRS analysis using G1 referencing.

#### 4. Frm\_Evnt\_Pct

<b>Common Name</b>	From Percent
<b>Definition</b>	The length of every G1 FTSEG is normalized from 0 – 1 (to indicate the percentage of the total segment length). The From Percent is the location along the G1 FTSEG where the segment begins.
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every Segment
<b>Values</b>	Positive numbers; six decimal places
<b>Notes</b>	From Percent should be used when performing LRS analysis using G1 referencing as the To-Measure field.

#### 5. To\_Evnt\_Pct

<b>Common Name</b>	To Percent
<b>Definition</b>	The location along the G1 FTSEG where the segment ends
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every Segment
<b>Values</b>	Positive numbers; six decimal places
<b>Notes</b>	A segment with a From Percent value of 0 and a To Percent value of 1 represents the entire G1 FTSEG; the segment has never been split by LRS or event changes. To Percent should be used when performing LRS analysis using G1 referencing as the To-Measure field.

#### 6. RTE\_X\_CLSS\_CD

<b>Common Name</b>	Route Class
<b>Definition</b>	The NCDOT route class code
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment except for gap segments
<b>Values</b>	Coded domain
<b>Notes</b>	Route Class drives the 1 <sup>st</sup> digit of the Route ID or 8-Digit Route Number.

Domain:

Value	Description	Notes
I	Interstate	State-maintained (exceptions noted in the Ownership field)
US	US Route	State-maintained (exceptions noted in the Ownership field)
NC	NC Route	State-maintained (exceptions noted in the Ownership field)
SR	Secondary Route	State-maintained (exceptions noted in the Ownership field)
RMP	Ramp	Typically state-maintained but not counted towards state-maintained mileage
RST	Rest Area	State-maintained but not counted towards state-maintained mileage
PRJ	Projected	Generalized locations of major facilities that have not yet been built
LOC	5-Local	Federal-aid roads maintained by municipalities
SP	6-State Parks	Federal-aid roads maintained by other state agencies
FED	7-Federal	Federal-aid roads maintained by federal agencies
NA	NA	Indicates no co-route present (used for route classes 2 -6)

## 7. RTE\_X\_NBR

<b>Common Name</b>	Route Number
<b>Definition</b>	The NCDOT route number
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Positive numbers
<b>Notes</b>	A value of 0 in the dominant route indicates that the segment is a gap; a value of 0 in RTE_2_NBR – RTE_6_NBR means that there is no co-route present. The Route Number is in the 5 <sup>th</sup> – 8 <sup>th</sup> positions of the Route ID and 8-Digit Route Number.

## 8. RTE\_X\_PRIM\_CD

<b>Common Name</b>	Route Qualifier
<b>Definition</b>	An additional code that further defines the route
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Coded domain
<b>Notes</b>	On state-maintained routes, values of Normal indicate the regular route and other values indicate a related route (e.g., I-95 and I-95 Business). The Route Qualifier is represented in the 2 <sup>nd</sup> position of the Route ID and the 8-Digit Route Number. An exception is that rest areas begin with 81 even though they have a 0 value for the RTE_X_PRIM_CD, so that they can be distinguished from ramps by the Route ID.

Domain:

Value	Description	Notes
0	Normal	On most routes this indicates it is the normal route. If the route class is FED, then Normal/0 means Blue Ridge Parkway
1	Alternate	If the route class is FED, then Alternate/1 means the road is owned by the military. If the route class is RMP, then Alternate/1 means it is a rest area.
2	Bypass	
5	East	This is only used for US-19 East which is a different route than US-19
6	West	This is only used for US-19 West which is a different route than US-19
7	Spur	If the Route Class is Interstate, then the route is a spur; if the Route Class is US or NC Route then the route is a connector
8	Truck Route	
9	Business	
99	NA	Indicates no co-route present (used for routes 2 -6)

## 9. RTE\_X\_DDIR\_CD

<b>Common Name</b>	Route Direction
<b>Definition</b>	The NCDOT route direction
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Coded domain
<b>Notes</b>	Inventory directions are Inventory (0) and Clockwise (8). All other values indicate the non-inventory direction of the route. To determine if the route is one-way or both directions of travel, use the One-way Direction Flag (i.e., Inventory Route Direction and Both Directions for the One-way Direction Flag imply that the route is bidirectional). The Route Direction is represented in the 3 <sup>rd</sup> position of the Route ID and the 8-Digit Route Number.

Domain:

Value	Description	Notes
0	Inventory	Includes bidirectional, Northbound, Eastbound, and one-way inventory
4	Southbound	On secondary routes, rest areas and non-state maintained route classes, "Southbound" means non-inventory
6	Westbound	
8	Clockwise	
9	Counter-Clockwise	
99	NA	Indicates no co-route present (used for routes 2-6)

## 10. RTE\_X\_START

<b>Common Name</b>	Route Start
<b>Definition</b>	The beginning segment of the route
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Coded domain
<b>Notes</b>	Divided routes have a start in each direction. This field is used to create milepost values.

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
0	Not start	
1	Start	
9	NA	Indicates no co-route present (used for routes 2-6)

## 11. RTE\_STATUS\_CD

<b>Common Name</b>	Route Status
<b>Definition</b>	The system status of the route
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Coded domain
<b>Notes</b>	This field has a value of "System" on every record except for gaps.

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
S	System	

## 12. SRCDOC\_TYP\_CD

<b>Common Name</b>	Source Document Type
<b>Definition</b>	The type of source documentation that created the segment or caused the most recent official change.
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Legacy data not populated
<b>Values</b>	Coded domain
<b>Notes</b>	This field should be used with the Source Document field.

Domain:

Value	Description	Notes
N	Not-Verified	Indicates either legacy segments or that the source document is unknown
P	Petition	The petition number is stored in the Source Document field
T	TIP	TIP or Project; the project number is stored in the Source Document field
R	Project Alignment	
M	Municipal Agreement	The municipal agreement number is stored in the Source Document field
O	Other	

### 13. SRCDOC\_NBR

<b>Common Name</b>	Source Document
<b>Definition</b>	The document reference that created the segment or caused the most recent official change
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Legacy data not populated
<b>Values</b>	Text
<b>Notes</b>	Typical values are the TIP number or the Petition number. This field should be used with the Source Document Type field.

### 14. REVDOC\_TYP\_CD

<b>Common Name</b>	Revision Source Type
<b>Definition</b>	The most recent data source type used to draw or modify the segment's alignment/geometry.
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Legacy data not populated
<b>Values</b>	Coded domain
<b>Notes</b>	This field should be used with the Revision Source field. For example, if the value is Aerial Photo and the Revision Source Identifier is 2010, this means that the segment was aligned to an Aerial Photo that was flown in 2010.

Domain:

Value	Description	Notes
N	Not-Verified	Indicates the segment alignment has not been verified by the GIS Unit; the segment has not been photo-revised yet
A	Aerial Photo	Indicates that the segment has been photo revised
C	Local Centerline	
P	Parcels	
L	Plat	
G	GPS	
F	Field Research	
O	Other	

#### 15. REVDOC\_NUM

<b>Common Name</b>	Revision Source
<b>Definition</b>	The most recent data source reference that was used to draw or modify the segment's alignment/geometry
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment that has been verified
<b>Values</b>	Text
<b>Notes</b>	When Aerial Photo is used as the Revision Source Type, the Revision Source Identifier is either the year the photo was flown or else the source of the photo if the year is unknown.

#### 16. RTE\_SUBCTGY\_CD

<b>Common Name</b>	Route Subcategory
<b>Definition</b>	A classification that can be used to symbolize roads
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Coded domain
<b>Notes</b>	This field should not be used to determine route direction or the number of lanes.



Domain:

Value	Description	Notes
2L	2-Lane Undivided	
DCL	Divided Centerline	
4L	4-Lane Undivided	
SVR	Service Road	
RMP	Ramp	
UNK	Unknown	

#### 17. ONEWAY\_DIR\_FLG

<b>Common Name</b>	One-way Direction Flag
<b>Definition</b>	Indicates whether traffic is restricted to one direction or both
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Coded domain
<b>Notes</b>	Since the Route Direction code of 0 can be either one-way or both directions, this field is used to determine if the route is bidirectional or one-way.

Domain:

Value	Description	Notes
0	Both directions	
1	One direction	

#### 18. STREET\_NAME

<b>Common Name</b>	Street Name
<b>Definition</b>	The NCDOT name of the route
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Text
<b>Notes</b>	This field is a concatenation of the route class, route number and sometimes route qualifier. It can be used to label. It is not the street name, as in "Main Street" but the NCDOT name as in "SR-1254."

#### 19. LUPD\_A\_DATE

<b>Common Name</b>	Last Attribute Update
<b>Definition</b>	The date of the last LRS-attribute change (all of the fields listed before Route Name in this document) to the segment
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Dates
<b>Notes</b>	The date 6/1/2006 indicates that the segment has not had an LRS-attribute edit since the LRS went live in 2006.

#### 20. LUPD\_F\_DATE

<b>Common Name</b>	Last Feature Update
<b>Definition</b>	The date of the last geometric change to the segment
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Dates
<b>Notes</b>	The date reflects either the date that the feature was created or the last time it was modified. The date 6/1/2006 indicates that the segment has not had a geometric edit since the LRS went live in 2006.

#### 21. RTE\_RMP\_CD

<b>Common Name</b>	Ramp Routes
<b>Definition</b>	A list of route classifications that the ramp connects to
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Sparsely populated
<b>Values</b>	Coded domain
<b>Notes</b>	Applies to the entire ramp, not just that particular segment (ramps connect facilities and may be comprised of multiple segments).

Domain:

Value	Description	Notes
I	Interstate	Ramp connects to Interstates
US	US	Ramp connects to US Routes
NC	NC	Ramp connects to NC Routes
SR	SR	Ramp connects to Secondary Routes
I&US	I&US	Ramp connects an Interstate and US Route
I&NC	I&NC	Ramp connects an Interstate and NC Route
I&SR	I&SR	Ramp connects an Interstate and Secondary Route
US&NC	US&NC	Ramp connects a US Route and NC Route
US&SR	US&SR	Ramp connects a US Route and Secondary Route
NC&SR	NC&SR	Ramp connects an NC Route and Secondary Route
I&NC&US&SR	I&NC&US&SR	Ramp connects an Interstate, NC Route, US Route and Secondary Route
I&NC&US	I&NC&US	Ramp connects an Interstate, NC Route and US Route
I&NC&SR	I&NC&SR	Ramp connects an Interstate, NC Route and Secondary Route
I&US&SR	I&US&SR	Ramp connects an Interstate, US Route and Secondary Route
NONE	Null	Data not populated

## 22. MAINT\_CNTY\_CD

<b>Common Name</b>	Maintenance County
<b>Definition</b>	For state-maintained roads, it is the county responsible for maintaining the section of road. For non-state maintained roads, it is the county that the segment is located in.
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Coded domain – see the metadata or contact the GIS Unit for a full list of codes
<b>Notes</b>	This is the primary county field that should be used. In general all three county fields will have the same value. The exceptions are around the county boundaries. For example, a portion of SR-1828 has a Maintenance County of Iredell County and a Location County of Yadkin County where it crosses the county boundary into Yadkin County. This route should be considered SR-1828 Iredell County even though it is physically located in Yadkin County. The domain for the county codes is not listed here because it is so long. The coded values begin with 0 for Alamance County and end with 99 for Yancey County. These are the state codes (for roads that are maintained by NCDOT but cross the state boundary): Georgia – 901, South Carolina – 902, Tennessee – 903, Virginia – 904.

### 23. LOC\_1\_CNTY\_CD

<b>Common Name</b>	Location County
<b>Definition</b>	The county that the segment is physically located in
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Coded domain – see the metadata or contact the GIS Unit for a full list of codes

### 24. LOC\_2\_CNTY\_CD

<b>Common Name</b>	Location Two County
<b>Definition</b>	For roads that are on the county line, it is the adjacent county
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Coded domain – see the metadata or contact the GIS Unit for a full list of codes
<b>Notes</b>	Every value other than NA indicates that the road is on the county boundary.

### 25. RVRS\_ATRBT\_IND

<b>Common Name</b>	Reverse Segment Indicator
<b>Definition</b>	A flag that indicates whether the segment is facing in its original direction or if it has been physically flipped
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Coded domain
<b>Notes</b>	Segments that have been flipped since they were originally created are marked as “Yes.” The milepost values are opposite of the line orientation on flipped segments because the line direction follows the G1 linear referencing method which does not change when a segment is flipped.

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
0	No	Segment is not flipped
1	Yes	Segment has been flipped
9	NA	Segment is not flipped

## 26. TIER\_CD

<b>Common Name</b>	Tier
<b>Definition</b>	The North Carolina Multimodal Investment Network classification system
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Coded domain

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
ST	Statewide	Facilities that serve statewide movements
R	Regional	Facilities that serve regional movements
SB	Subregional	Facilities that serve localized movements
N	None	Used for non-system roads

## 27. Beg\_Intersect

<b>Common Name</b>	Beginning Intersection Feature
<b>Definition</b>	This field identifies the intersecting route (or county or route change or dead-end) for the beginning of the associated LRS segment. This is a one (from LRS Arcs) to many (to Road Characteristics) relationship.
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Text
<b>Notes</b>	Use with the Beginning Intersection Milepost field.

## 28. End\_Intersect

<b>Common Name</b>	Ending Intersection Feature
<b>Definition</b>	This field identifies the intersecting route (or county or route change or dead-end) for the ending of the associated LRS segment. This is a one (from LRS Arcs) to many (to Road Characteristics) relationship.
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Text
<b>Notes</b>	Use with the Ending Intersection Milepost field.

### 29. Rte\_Nm

<b>Common Name</b>	Route Name
<b>Definition</b>	The NCDOT name of the route
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Text
<b>Notes</b>	Similar to Street Name, it is a concatenation of Route Class, Route Number and Route Qualifier. It also contains important co-routes. It can be used to label routes. It is different from Street Name because it is automatically populated, whereas Street Name can contain manual overrides by the data entry technician.

### 30. Rte\_ID

<b>Common Name</b>	Route ID
<b>Definition</b>	The 10-digit composite route number
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Positive 10-digit numbers (text field)
<b>Notes</b>	This field is the same as the 8-Digit Route Number but it has the two digit county code at the end. It uniquely identifies routes statewide and should be used as the route identifier when performing LRS analysis using route/milepost referencing.

### 31. MaxMp1

<b>Common Name</b>	Maximum Milepost
<b>Definition</b>	The maximum milepost value of the dominant route on that segment
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Positive numbers; three decimal places

### 32. ShieldType

<b>Common Name</b>	Shield Type
<b>Definition</b>	The type of highway shield used to label the route
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Text

### 33. RouteX

<b>Common Name</b>	8-Digit Route Number
<b>Definition</b>	The 8-digit composite route number
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Positive 8-digit numbers (text field)

### 34. BegMpX

<b>Common Name</b>	Beginning Milepost
<b>Definition</b>	The beginning milepost for the segment on that route
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Numbers; six decimal places

### 35. EndMpX

<b>Common Name</b>	Ending Milepost
<b>Definition</b>	The ending milepost for the segment on that route
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Numbers; six decimal places

### 36. ACS\_CNTRL\_TYP\_CD

<b>Common Name</b>	Access Control
<b>Definition</b>	Indicates some degree of control of through movements to a road
<b>Data Owner</b>	MSAU
<b>Extent</b>	Where applicable
<b>Values</b>	Coded domain
<b>Notes</b>	Null indicates that the road does not have any degree of access control.

Domain:

Value	Description	Notes
3	FULL	Preference given to through traffic movements by providing interchanges with roads, and by prohibiting crossing at-grade and direct driveway connections (i.e., limited access to the facility).
2	PARTIAL	Preference given to through traffic movement. In addition to interchanges, there may be some crossings at-grade, but direct private driveway connections have been minimized through the use of frontage roads or other local access restrictions.

### 37. ADTN\_DT

<b>Common Name</b>	Addition Date
<b>Definition</b>	The date that the section of road the road was constructed, or the date that the road was added to the state maintenance system, if it was already built
<b>Data Owner</b>	MSAU
<b>Extent</b>	State-maintained roads, where available
<b>Values</b>	Dates
<b>Notes</b>	The date 12/31/1901 indicates that the date is unknown. Typically December 31 <sup>st</sup> is used when the year was known but the day and month were not.

### 38. BASE\_DTL\_TYP\_CD

<b>Common Name</b>	Detailed Base Type
<b>Definition</b>	Detailed base layer types
<b>Data Owner</b>	MSAU
<b>Extent</b>	New Secondary Routes
<b>Values</b>	Coded domain
<b>Notes</b>	This data is only entered on Secondary Routes that are added to the system by Petition or Municipal Agreement and is used by the Pavement Management Unit.



Domain:

Value	Description	Notes
ABC	ABC	
B25.0B	B25.0B	
B25.0C	B25.0C	
I-19.0C	I_19.0C	
I-19.0D	I_19.0D	
SOIL	SOIL	
STBC	STBC	
CABC	CABC	
SS	SS	
CTABC	CTABC	
I-19.0B	I_19.0B	

### 39. BTHCK\_HGT

<b>Common Name</b>	Base Thickness
<b>Definition</b>	Thickness of the base layer in inches
<b>Data Owner</b>	MSAU
<b>Extent</b>	New Secondary Routes
<b>Values</b>	Positive numbers
<b>Notes</b>	This data is only entered on Secondary Routes that are added to the system by Petition or Municipal Agreement and is used by the Pavement Management Unit.

### 40. CNTR\_PEAK\_LANE\_QTY

<b>Common Name</b>	Counter Peak Lanes
<b>Definition</b>	The number of lanes in the counter-peak direction of flow during the peak hour, in cases where it cannot be derived from the number of lanes
<b>Data Owner</b>	MSAU
<b>Extent</b>	HPMS Samples
<b>Values</b>	Positive numbers
<b>Notes</b>	For example, a four-lane road in which one of the lanes is reversed during the peak hour to accommodate traffic movement would have a Counter Peak Lanes value of 1 and a Peak Lanes value of 3. If there is no data in the field, assume that the Counter Peak Lanes is $\frac{1}{2}$ the Number of Lanes on undivided roads, or the Number of Lanes in the counter peak direction if the road is divided.

#### 41. FC\_TYP\_CD

<b>Common Name</b>	Functional Classification
<b>Definition</b>	A classification system of roads based on the character of traffic service that they are intended to provide. Approval of changes is done by the Federal Highway Administration and is managed by the Program Development Branch at NCDOT.
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Coded domain
<b>Notes</b>	Functional Classification along with National Highway System and Urban Identification determine federal-aid eligibility. All roads on the National Highway System are eligible for federal-aid. In addition, all routes functionally classified Interstate through Major Collector, plus urban Minor Collectors are federal-aid eligible. Ramps are given the highest Functional Classification value of the routes that they serve, but ramps are not eligible for federal-aid.

Domain:

Value	Description	Notes
1	INTERSTATE	
2	PRIN_ARTERIAL_OTHER_FWY	Principal Arterial – Other Freeways and Expressways
3	PRIN_ARTERIAL_OTHER	Principal Arterial – Other
4	MINOR_ARTERIAL	
5	MAJOR_COLLECTOR	
6	MINOR_COLLECTOR	
7	LOCAL	

#### 42. HOV\_TYP\_CD

<b>Common Name</b>	HOV Type
<b>Definition</b>	The type of HOV lanes
<b>Data Owner</b>	MSAU
<b>Extent</b>	Where applicable
<b>Values</b>	Coded domain

Domain:

Value	Description	Notes
1	EXCLUSIVE_HOV_LANES	Section has exclusive HOV lanes (no other use permitted)
2	EXCLUSIVE_HOV_AT_TIMES	Normal through lane(s) used for exclusive HOV in specified time periods
3	SHLDER_OR_PKING_LNS_USED	Shoulder/parking lane(s) used for exclusive HOV in specific time periods

#### 43. IMPTYP\_CD

<b>Common Name</b>	Improvement Type
<b>Definition</b>	The most recent improvement that was made to the segment
<b>Data Owner</b>	MSAU
<b>Extent</b>	Where available
<b>Values</b>	Coded domain

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
NL	RELOCATION	Construction of a facility on new location that replaces an existing route. The new facility carries all the through traffic with the previous facility closed or retained as a land-service road only.
NR	NEW_CONSTRUCTION	Construction of a new route on an original location that does not replace an existing route, but which was designed and built as an independent facility.
RE	RECONSTRUCTION	Reconstruction on substantially the same alignment. It may include the addition of through lanes, dualization, addition of interchanges or grade separations, or widening of through lanes. Reconstruction may also include the correction of alignment and/or shoulder and drainage deficiencies.
MA	MAJOR_WIDENING	The addition of through lanes or dualization of an existing facility where the existing pavement is salvaged. Also included, where necessary, is the resurfacing of the existing pavement and other incidental improvements such as shoulder and drainage improvements.
MI	MINOR_WIDENING	The addition of more width per through lane, shoulder improvements, and/or turn lanes (regardless of length or width) to an existing facility without adding through lanes. The existing pavement is salvaged. Also included, where necessary, is the resurfacing of the existing pavement and other incidental improvements such as shoulder and drainage improvements.
RS	RESURFACING	Placement of additional material (concrete, asphalt, etc.) over the existing roadway to improve serviceability or to provide additional strength. There may be upgrading of unsafe features and other incidental work. If resurfacing is done as a final stage of construction, the preceding stage (relocation, reconstruction, minor widening, etc.) is used as the improvement type.
SI	SURFACE_IMPROVEMENT	Surface improvements such as crack sealing, diamond grinding, subsealing, joint repair, slurry seal, asphalt surface treatment, etc.
IP	INITIAL_PAVING	This is used the first time an unpaved road is paved.
BR	BRIDGE_REPLACEMENT	The total replacement of a structurally inadequate or functionally obsolete bridge with a new structure constructed in the same general traffic corridor to current geometric construction standards. A bridge removed and replaced with a lesser facility is considered a bridge replacement. Incidental roadway approach work is included.
OT	OTHER	Other types of improvements.

#### 44. IMPTYP\_DT

<b>Common Name</b>	Improvement Date
<b>Definition</b>	The date of the most recent improvement that was made to the segment
<b>Data Owner</b>	MSAU
<b>Extent</b>	Where available
<b>Values</b>	Dates
<b>Notes</b>	The date 12/31/1901 indicates that the date is unknown. Typically December 31 <sup>st</sup> is used when the year was known but the day and month were not.

#### 45. TRNLN\_LFT\_TYP\_CD

<b>Common Name</b>	Left Turning Lane
<b>Definition</b>	The type of left turning lane
<b>Data Owner</b>	MSAU
<b>Extent</b>	Where applicable, but this data item has never been fully populated
<b>Values</b>	Coded domain
<b>Notes</b>	No data indicates that there are no designated left turn lanes, or that there is a continuous left turn lane, which is coded as a median.

Domain:

Value	Description	Notes
1	MULTI_TURN_LANE_OR_BAYS	Multiple turn lanes; indicates multiple lanes devoted to the same turning movement or that there are single left turn lanes in each direction (if the road is not divided)
2	CONTINUOUS_TURN_LANE	Continuous left turn lane; allows for left turns from either travel direction
3	SINGLE_TURN_BAY	Single left turn lane
5	NO_TURN_DUR_PEAK_TIME	Left turns are prohibited during peak hours

#### 46. MDN\_TYP\_CD

<b>Common Name</b>	Median
<b>Definition</b>	The type of median present
<b>Data Owner</b>	MSAU
<b>Extent</b>	Where applicable
<b>Values</b>	Coded domain
<b>Notes</b>	No data indicates that there is no median present and that the road is not divided. Roads with a median length of at least 200ft are represented as separate lines (dual-carriageway). Medians that are at least two feet wide are coded in this field, regardless of whether the road is represented as a single line or a pair. Where multiple medians are present, the type that prohibits the most movement of vehicles is coded (for example a grass median with a cable guardrail is coded as a flexible positive barrier).

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
1	RIGID_POS_BARRIER	Includes jersey barriers
3	PAVED_MOUNTABLE	A raised median with a sloped edge
4	CURB	
5	GRASS	
6	UNSPECIFIED_POS_BARRIER	This code is used for legacy data; eventually unspecified positive barriers will be coded as semi-rigid, rigid or flexible positive barriers
9	FLEXIBLE_POS_BARRIER	Includes cable guardrail
10	STRIPED	Striped (painted pavement)
11	SEMI-RIGID_POS_BARRIER	Includes median guardrails

#### 47. MDN\_WID

<b>Common Name</b>	Median Width
<b>Definition</b>	The width of the median in feet
<b>Data Owner</b>	MSAU
<b>Extent</b>	Where applicable
<b>Values</b>	Numbers
<b>Notes</b>	On roads represented as two separate lines (divided), one-half of the median width is stored on each segment. If the road is represented as a single line but has a median (typically because the median <i>length</i> is less than 200 feet), the entire median width is stored on the segment. Negative numbers should be ignored. Median Widths do not contain turn lanes.

**48. NHS\_TYP\_CD**

<b>Common Name</b>	National Highway System (NHS)
<b>Definition</b>	A network of nationally significant highways approved by Congress in the National Highway System Designation Act of 1995. New routes can also be added to the NHS.
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Where applicable
<b>Values</b>	Coded domain
<b>Notes</b>	No data indicates that the segment is not part of the NHS. All routes on the National Highway System are eligible for federal-aid.

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
1	SECTION_IS_ON_THE_NHS	Section is on the NHS
2	MAJOR_AIRPORT	NHS Connector – Major Airport
3	MAJOR_PORT_FACILTY	NHS Connector – Major Port Facility
4	MAJOR_AMTRAK_STATION	NHS Connector – Major Amtrak Station
5	MAJOR_RAIL_OR_TRUCK_TERM	NHS Connector – Major Rail/Truck Terminal
6	MAJOR_INTERCITY_BUS_TERM	NHS Connector – Major Intercity Bus Terminal
7	MAJOR_PUBLIC_TRANSIT_TERM	NHS Connector – Major Public Transit Terminal
8	MAJOR_PIPELINE_TERM	NHS Connector – Major Pipeline Terminal
9	MAJOR_FERRY_TERM	NHS Connector – Major Ferry Terminal
10	INTERSTATES	INTERSTATES
11	CNGRSSNL_HGH_PRRTY_CRDRS	Congressional High Priority Corridors
12	OTHR_PRCNPL_ARTERIALS	Other Principal Arterials
13	INTERMODAL_TRMNL_CNCTRS	Intermodal Terminal Connectors

**49. NBR\_LANE\_QTY**

<b>Common Name</b>	Through Lanes
<b>Definition</b>	The number of through lanes
<b>Data Owner</b>	MSAU
<b>Extent</b>	State-maintained roads, some non-system roads, some ramps
<b>Values</b>	Positive numbers
<b>Notes</b>	This represents the through lanes, does not include ancillary lanes used for turning movements and ramps. On divided roads, the value is the number of through lanes in that direction. To estimate for the entire route, double the values on the inventory side.

## 50. PEAK\_LNS\_QTY

<b>Common Name</b>	Peak Lanes
<b>Definition</b>	The number of lanes in the peak direction of flow during the peak hour, in cases where it cannot be derived from the number of lanes
<b>Data Owner</b>	MSAU
<b>Extent</b>	HPMS Samples
<b>Values</b>	Positive numbers
<b>Notes</b>	For example, a four-lane road in which one of the lanes is reversed during the peak hour to accommodate traffic movement would have a Peak Lanes value of 3. If there is no data in the field, assume that the Peak Lanes is ½ the Number of Lanes on undivided roads, or just the Number of Lanes in the peak direction if the road is divided.

## 51. PPLTN\_GRP\_TYP\_CD

<b>Common Name</b>	Population Group
<b>Definition</b>	Population categories based on the municipality that the segment is located within
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Segments that are located within the Municipal Boundaries
<b>Values</b>	Coded domain
<b>Notes</b>	No data indicates that the segment is not with in any city or town limits.

Domain:

Value	Description	Notes
1	UNDER_1000_POPULATION	Municipality population is under 1,000
2	1000_TO_2499	Municipality population is between 1,000 and 2,500
3	2500_TO_4999	Municipality population is between 2,500 and 5,000
4	5000_TO_9999	Municipality population is between 5,000 and 10,000
5	10000_TO_24999	Municipality population is between 10,000 and 25,000
6	25000_TO_49999	Municipality population is between 25,000 and 50,000
7	50000_TO_99999	Municipality population is between 50,000 and 100,000
8	100000_AND_OVER	Municipality population is over 10,000

## 52. PVMT\_QLTY\_TYP\_CD

<b>Common Name</b>	Petition Pavement Condition
<b>Definition</b>	A general assessment of the pavement condition at the time that the road is added to the system
<b>Data Owner</b>	MSAU
<b>Extent</b>	New Secondary Routes
<b>Values</b>	Coded domain
<b>Notes</b>	This data is only entered on Secondary Routes that are added to the system by Petition or Municipal Agreement and is used by the Pavement Management Unit.

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
EXCELLENT	EXCELLENT	
GOOD	GOOD	
FAIR	FAIR	
POOR	POOR	

## 53. TRNLN\_RGT\_TYP\_CD

<b>Common Name</b>	Right Turning Lane
<b>Definition</b>	The type of right turning lane
<b>Data Owner</b>	MSAU
<b>Extent</b>	Where applicable, but this data item has never been fully populated
<b>Values</b>	Coded domain
<b>Notes</b>	No data indicates that there are no designated left turn lanes.

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
1	MULTI_TURN_LANE_OR_BAYS	Multiple turn lanes; indicates multiple lanes devoted to the same turning movement or that there are single right turn lanes in each direction (if the road is not divided)
2	CONTINUOUS_TURN_LANE	Continuous right turn lane; a lane devoted to right turns that goes through multiple intersections
3	SINGLE_TURN_BAY	Single right turn lane
5	NO_TURN_DUR_PEAK_TIME	Left turns are prohibited during peak hours



**54. RW\_WID**

<b>Common Name</b>	Right of Way
<b>Definition</b>	The width of the right of way of the road in feet
<b>Data Owner</b>	MSAU
<b>Extent</b>	Where available
<b>Values</b>	Positive numbers
<b>Note</b>	Right of Way can vary continuously along the road. The data has been generalized in areas of widely varying Right of Way to represent significant changes.

**55. URBN\_ID\_CD**

<b>Common Name</b>	Urban ID
<b>Definition</b>	The 5-digit Census code of the Urban Area that the segment is located within
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Segments that are located within the Urbanized and Urban Areas (represented as the Smoothed Urban Boundaries)
<b>Values</b>	Coded domain – see the metadata or contact the GIS Unit for a full list of codes
<b>Notes</b>	No data indicates that the segment is rural; any value other than 0 or null indicates that the segment is urban. This field should be used to determine rural/urban designation. This field is not related to whether or not the segment is within a town or city.

**56. RU\_PPLTN\_TYP\_CD**

<b>Common Name</b>	Rural Urban Description by Population
<b>Definition</b>	Population categories based on the Urban Area that the segment is located within
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Coded domain
<b>Notes</b>	The populations are estimates of the urban areas that are updated annually. The populations are officially updated by the Census Bureau every ten years. This field is not related to whether or not the segment is within a town or city. Codes 3 -7 are considered Urban.

Domain:

Value	Description	Notes
0	RURAL_OUTSIDE_URBAN	Rural
2	RURAL_2500_TO_4999	Reserved for future use; the minimum population of a small urban boundary is 5,000
3	URBAN_5000_TO_24999	Urban population between 5,000 and 25,000
4	URBAN_25000_TO_49999	Urban population between 25,000 and 50,000
5	URBANIZED_50000_TO_99999	Urbanized population between 50,000 and 99,000
6	URBANIZED_100000_TO_199999	Urbanized population between 100,000 and 200,000
7	URBANIZED_MORE_200000	Urbanized population greater than 200,000

## 57. SHLDR\_LFT\_TYP\_CD

<b>Common Name</b>	Left Shoulder
<b>Definition</b>	The surface type of the left shoulder
<b>Data Owner</b>	MSAU
<b>Extent</b>	Where available
<b>Values</b>	Coded domain
<b>Notes</b>	On combination shoulders, the highest code present is used. For example, a shoulder that is bituminous (3) and gravel (2) would be coded as bituminous. On divided roads, this refers to the inside shoulder; on undivided roads it is the shoulder on the left side when facing inventory direction (the line segment direction).

Domain:

Value	Description	Notes
1	GRASS_OR_SOD	
2	GRAVEL_OR_STONE	
3	BITUMINOUS	
4	CURB_BITUMINOUS	
5	CONCRETE	
6	CURB_CONCRETE	

**58. SHLDR\_RGT\_TYP\_CD**

<b>Common Name</b>	Right Shoulder
<b>Definition</b>	The surface type of the right shoulder
<b>Data Owner</b>	MSAU
<b>Extent</b>	Where available
<b>Values</b>	Coded domain
<b>Notes</b>	On combination shoulders, the highest code present is used. For example, a shoulder that is bituminous and gravel would be coded as bituminous. On divided roads, this refers to the outside shoulder; on undivided roads it is the shoulder on the right side when facing inventory direction (the line segment direction).

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
1	GRASS_OR_SOD	
2	GRAVEL_OR_STONE	
3	BITUMINOUS	
4	CURB_BITUMINOUS	
5	CONCRETE	
6	CURB_CONCRETE	

**59. SHLDR\_WID\_LFT\_QTY**

<b>Common Name</b>	Left Shoulder Width
<b>Definition</b>	The total width of the left shoulder in feet
<b>Data Owner</b>	MSAU
<b>Extent</b>	Where available
<b>Values</b>	Positive numbers; one decimal place
<b>Notes</b>	If the Left Shoulder Width is greater than the Left Paved Shoulder Width, then it indicates that a combination shoulder is present, such as bituminous and grass.

**60. SHLDR\_WID\_RGT\_QTY**

<b>Common Name</b>	Right Shoulder Width
<b>Definition</b>	The total width of the right shoulder in feet
<b>Data Owner</b>	MSAU
<b>Extent</b>	Where available
<b>Values</b>	Positive numbers; one decimal place
<b>Notes</b>	If the Right Shoulder Width is greater than the Right Paved Shoulder Width, then it indicates that a combination shoulder is present, such as bituminous and grass.

**61. SHS\_TYP\_CD**

<b>Common Name</b>	State Highway System
<b>Definition</b>	An internal classification system based on route class and Municipal Boundaries
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Coded domain
<b>Notes</b>	“Rural” refers to a segment that is outside of municipality limits and is not related to the Urban Area boundaries.

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
0	PROJECTED	Projected road
1	RURAL_PRIMARY	Interstate, US or NC route not within a municipal boundary
2	MUN_PRIMARY_OVER_5000	Interstate, US or NC route within a municipality with a population over 5,000
3	MUN_PRIMARY_UNDER_5000	Interstate, US or NC route within a municipality with a population under 5,000
4	RURAL_SECONDARY	Secondary Route not within a municipal boundary
5	MUN_SECONDARY_OVER_5000	Secondary Route within a municipality with a population over 5,000
6	MUN_SECONDARY_UNDER_5000	Secondary Route within a municipality with a population under 5,000
7	LOCAL_CITY_STREETS	Municipality-maintained road
8	STATE_PARKS	Other state agency-maintained road
9	NATL_PARK_FOREST_RSRV	Federal agency-maintained road
10	RURAL_RAMP	Ramp not within a municipal boundary
11	MUN_RAMP_OVER_5000	Ramp within a municipality with a population over 5,000
12	MUN_RAMP_UNDER_5000	Ramp within a municipality with a population under 5,000

**62. SMPL\_ID\_NBR**

<b>Common Name</b>	Sample ID
<b>Definition</b>	The HPMS Sample identification number
<b>Data Owner</b>	MSAU
<b>Extent</b>	HPMS Samples
<b>Values</b>	Positive numbers
<b>Notes</b>	Samples are reported annually to the Federal Highway Agency as part of the HPMS Report. Detailed data is provided for the samples as part of the report.

**63. SPTLLN\_TYP\_CD**

<b>Common Name</b>	Toll Charged
<b>Definition</b>	The travel direction, if any, that a toll is charged
<b>Data Owner</b>	MSAU
<b>Extent</b>	Toll roads
<b>Values</b>	Coded domain

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
1	One Direction	Toll is charged in one direction only
2	Both Directions	Toll is charged in both directions
3	No Charge	No toll is charged on the toll road

**64. SPD\_LMT\_TYP\_CD**

<b>Common Name</b>	Speed Limit
<b>Definition</b>	The posted speed limit in miles per hour
<b>Data Owner</b>	Traffic Safety Unit
<b>Extent</b>	State-maintained roads
<b>Values</b>	Positive numbers (in a text field)
<b>Notes</b>	This data comes from traffic ordinances governing speed limit; where there is no ordinance, the speed limit is 35 within municipalities and 55 outside.

## 65. SRFC\_DTL\_TYP\_CD

<b>Common Name</b>	Detailed Surface Type
<b>Definition</b>	The detailed surface type
<b>Data Owner</b>	MSAU
<b>Extent</b>	New Secondary Routes
<b>Values</b>	Coded domain
<b>Notes</b>	This data is only entered on Secondary Routes that are added to the system by Petition or Municipal Agreement and is used by the Pavement Management Unit.

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
AST	AST	
BST	BST	
I-1	I-1	
I-2	I-2	
S12.5B	S12.5B	
S12.5C	S12.5C	
S12.5D	S12.5D	
S9.5A	S9.5A	
S9.5B	S9.5B	
S9.5C	S9.5C	
SF9.5A	SF9.5A	
S4.75A	S4.75A	
ASPHALT	ASPHALT	
JCP	JCP	
HDS	HDS	
CRCP	CRCP	
GRAVEL	GRAVEL	

## 66. SRFC\_TYP\_CD

<b>Common Name</b>	Surface Type
<b>Definition</b>	The surface type of the segment
<b>Data Owner</b>	MSAU
<b>Extent</b>	State-maintained roads
<b>Values</b>	Coded domain

Domain:

Value	Description	Notes
1	UNPAVED	
2	BITUMINOUS	
3	JPCP_JNTD_PLN_CONCRETE	Jointed plain concrete pavement
5	CRCP_CNTNUS_RNFCD_CONCRETE	Continuously reinforced concrete pavement
6	AC_OVER_EXSTG_AC_PVMNT	Asphalt-concrete (AC) overlay over existing AC pavement
7	AC_OVR_EXSTG_JNTD_CONCRETE	AC overlay over existing jointed concrete pavement
8	BITUMINOUS_OVRLY_ON_CRCP	Bituminous overlay over existing CRCP
9	UNBND_JNTD_CNCRETE_ON_PCC	Unbonded jointed concrete overlay on PCC pavement
10	BNDD_PCC_ON_PCC	Bonded PCC overlay on PCC pavement
11	OTHER	Other (includes bridge decks, whitetopping, brick, etc.)

## 67. SRFC\_WID

<b>Common Name</b>	Surface Width
<b>Definition</b>	The paved surface width in feet, or the road width from ditch to ditch on unpaved roads
<b>Data Owner</b>	MSAU
<b>Extent</b>	State-maintained roads
<b>Values</b>	Positive numbers
<b>Notes</b>	The Surface Width does not include the median width. On divided roads, it is the paved width on that side of the median. On paved roads, the Surface Width is edge of pavement to edge of pavement (includes paved shoulders).

**68. TRRN\_TYP\_CD**

<b>Common Name</b>	Terrain
<b>Definition</b>	Generalized terrain classification
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Coded domain

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
1	FLAT	
2	ROLLING	
3	MOUNTAINOUS	

**69. TOLL\_ID\_NBR**

<b>Common Name</b>	Toll ID
<b>Definition</b>	The toll identifier assigned by FHWA
<b>Data Owner</b>	MSAU
<b>Extent</b>	Toll roads
<b>Values</b>	Text

**70. TOLL\_TYP\_CD**

<b>Common Name</b>	Toll Type
<b>Definition</b>	The type of toll relating to function and accessibility
<b>Data Owner</b>	MSAU
<b>Extent</b>	Toll roads
<b>Values</b>	Coded domain

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
1	Regular Toll	
2	HOT Lanes	High occupancy toll road



**71. TWN\_CD**

<b>Common Name</b>	Town Code
<b>Definition</b>	A code identifying the municipality that the segment located in
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Segments that are located within the Municipal Boundaries
<b>Values</b>	Coded domain – contact the GIS Unit for a full list of codes
<b>Notes</b>	The first two digits of the Town Code are the NCDOT Division number. Although towns that cross division boundaries are assigned two different town codes, only one town code is used for each municipality. Null indicates that the segment is not with in any city or town limits.

**72. TRCK\_RTE\_TYP\_CD**

<b>Common Name</b>	Truck Route
<b>Definition</b>	Internal and federally-designated truck routes
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Where applicable
<b>Values</b>	Coded domain
<b>Notes</b>	No data indicate trucks are allowed on the route without restrictions.

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
2	PARKWAY_NO_TRUCKS	Parkway – trucks and commercial vehicles prohibited
3	NOT_PKWY_NO_TRUCKS	Not a parkway – trucks and commercial vehicles prohibited
4	NOT_PKWY_NO_TRKS_AT_TIMES	Not a parkway – trucks and commercial vehicles prohibited during specific times
5	DESIGNATED_TRUCK_ROUTE	National Network (federally approved)

**73. DS\_NBR**

<b>Common Name</b>	Design Speed
<b>Definition</b>	A selected speed used to determine the various geometric features of the roadway, in miles per hour
<b>Data Owner</b>	MSAU
<b>Extent</b>	Where available
<b>Values</b>	Positive numbers

**74. SW\_PVD\_LFT\_QTY**

<b>Common Name</b>	Left Paved Shoulder Width
<b>Definition</b>	The paved width of the left shoulder in feet
<b>Data Owner</b>	MSAU
<b>Extent</b>	Where available
<b>Values</b>	Positive numbers; one decimal place

**75. STRCTR\_CD**

<b>Common Name</b>	Structure Type
<b>Definition</b>	A structure (bridge, tunnel or causeway) is present
<b>Data Owner</b>	MSAU
<b>Extent</b>	Populated on primaries; sparsely populated on other route classes
<b>Values</b>	Coded domain

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
1	STRUCTURE	Bridges and pipes greater than 20 feet
2	TUNNEL	
3	CAUSEWAY	

**76. SW\_PVD\_RGT\_QTY**

<b>Common Name</b>	Right Paved Shoulder Width
<b>Definition</b>	The paved width of the right shoulder in feet
<b>Data Owner</b>	MSAU
<b>Extent</b>	Where available
<b>Values</b>	Positive numbers; one decimal place

**77. AADT\_EST\_YR**

<b>Common Name</b>	AADT Year
<b>Definition</b>	The year of the AADT on the same segment; the year is typically the same for all AADT reported in Road Characteristics
<b>Data Owner</b>	Traffic Survey Group
<b>Extent</b>	Where available (federal-aid roads and some additional Secondary Roads)
<b>Values</b>	4-digit year
<b>Notes</b>	AADT is updated in Road Characteristics once a year and this field reflects the year the AADT estimate represents. This field should be used with AADT.

**78. ADTN\_DCMT\_ID**

<b>Common Name</b>	Addition Document
<b>Definition</b>	The document reference that created the segment
<b>Data Owner</b>	MSAU
<b>Extent</b>	Where available
<b>Values</b>	Text
<b>Notes</b>	Typical values are the TIP or petition number.

**79. ADTN\_DCMT\_TYP\_CD**

<b>Common Name</b>	Addition Document Type
<b>Definition</b>	The type of documentation that created the segment or that added the road to the state system
<b>Data Owner</b>	MSAU
<b>Extent</b>	Where available
<b>Values</b>	Coded domain
<b>Notes</b>	This field should be used with the Addition Document field.

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
1	PETITION	
2	TIP	
3	MUNICIPAL_AGREEMENT	
4	OTHER	
5	CORRECTION	

**80. FCLTY\_TYP\_CD**

<b>Common Name</b>	Facility Type
<b>Definition</b>	The operational characteristics of the roadway
<b>Data Owner</b>	MSAU
<b>Extent</b>	Where applicable
<b>Values</b>	Coded domain

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
1	ONE_WAY	One-way street
3	COUPLET	Divided routes where each side of the route is treated as a unique route. In some cases couplets are split around city blocks and may have different names and the same route number (different directions of traffic flow).
4	GS_RAMP	Grade-separated ramp

**81. IMP\_DCMT\_ID**

<b>Common Name</b>	Improvement Document
<b>Definition</b>	The document reference that represents the most recent improvement to the segment
<b>Data Owner</b>	MSAU
<b>Extent</b>	Where available
<b>Values</b>	Text
<b>Notes</b>	Typical values are the TIP number.

**82. IMP\_DCMT\_TYP\_CD**

<b>Common Name</b>	Improvement Document Type
<b>Definition</b>	The type of documentation that represents the most recent improvement to the segment
<b>Data Owner</b>	MSAU
<b>Extent</b>	Where available
<b>Values</b>	Coded domain
<b>Notes</b>	This field should be used with the Improvement Document field.

Domain:

Value	Description	Notes
2	TIP	
4	OTHER	
5	RESURFACING_PACKAGE	
6	PAVING_REPORT	

### 83. MLTRY\_BASE\_CD

<b>Common Name</b>	STRAHNET Military Base
<b>Definition</b>	The military base that the STRAHNET route is located within
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Where applicable, but this data item has never been fully populated
<b>Values</b>	Coded domain

Domain:

Value	Description	Notes
1	POPE	Pope Air Force Base
2	SEYMOUR	Seymour Johnson Air Force Base
3	BRAGG	Fort Bragg Army Base
4	LEJEUNE	Camp Lejeune Marine Base
5	CHERRY	Cherry Point Marine Air Station
6	RIVER	New River Marine Air Station
7	ELIZABETH	Elizabeth City Coast Guard Air Station

### 84. OWNR\_TYP\_CD

<b>Common Name</b>	Ownership
<b>Definition</b>	The agency that maintains the segment, if ownership cannot be derived from Route Class
<b>Data Owner</b>	MSAU
<b>Extent</b>	Where applicable
<b>Values</b>	Coded domain
<b>Notes</b>	This field contains exceptions, i.e., US, NC or Secondary Route that is not maintained by NCDOT would have the correct owner identified in this field.

Domain:

Value	Description	Notes
2	COUNTY_HWY	County highway agency
3	TOWN_HWY	Town or township highway agency
4	CITY_HWY	City or municipal highway agency
11	STATE_PFR	State park, forest or reservation agency
12	LOCAL_PFR	Local park, forest or reservation agency
21	OTH_STATE	Other state agency
25	OTH_LOCAL	Other local agency
26	PRIVATE	Private (other than Railroad)
27	RAILROAD	Railroad
31	STATE_TOLL	State toll authority
32	LOCAL_TOLL	Local toll authority
40	OTH_PUBLIC	Other public instrumentality (e.g., airport, school, university)
50	INDIAN_TRIBE_NAT	Indian Tribe Nation
60	OTH_FEDERAL	Other federal agency
62	B_INDIAN_AFFAIRS	Bureau of Indian Affairs
63	B_FISH_WILDLIFE	Bureau of Fish and Wildlife
64	US_FOREST_SERVICE	U.S. Forest Service
66	NAT_PARK_SERVICE	National Park Service
67	TVA	Tennessee Valley Authority
68	BLM	Bureau of Land Management
69	B_RECLAMATION	Bureau of Reclamation
70	CORPS_ENGINEERS	Corps of Engineers
72	AIR_FORCE	Air Force
73	NAVY_MARINES	Navy/Marines
74	ARMY	Army
80	OTHER	Other

#### 85. SHN\_TYP\_CD

<b>Common Name</b>	STRAHNET
<b>Definition</b>	The military's Strategic Highway Network (a subset of the National Highway System)
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Where applicable
<b>Values</b>	Coded domain

Domain:

Value	Description	Notes
1	REGULAR	STRAHNET route
2	CONNECTOR	STRAHNET connector route

#### 86. AADT\_EST\_CNT

<b>Common Name</b>	AADT
<b>Definition</b>	Annual average daily traffic volume estimate for the AADT year in vehicles per day
<b>Data Owner</b>	Traffic Survey Group
<b>Extent</b>	Where available (federal-aid roads and some additional Secondary Roads)
<b>Values</b>	Positive numbers
<b>Notes</b>	AADT is reported on the inventory direction of divided roads but represents total traffic for both directions.

#### 87. TRNLN\_LFT\_WID

<b>Common Name</b>	Left Turning Lane Width
<b>Definition</b>	The width of the left turning lane in feet
<b>Data Owner</b>	MSAU
<b>Extent</b>	Where applicable, but this data item has never been fully populated
<b>Values</b>	Positive numbers

#### 88. TRNLN\_RGT\_WID

<b>Common Name</b>	Right Turning Lane Width
<b>Definition</b>	The width of the right turning lane in feet
<b>Data Owner</b>	MSAU
<b>Extent</b>	Where applicable, but this data item has never been fully populated
<b>Values</b>	Positive numbers

**89. HOV\_LN\_CNT**

<b>Common Name</b>	HOV Lanes
<b>Definition</b>	The number of HOV lanes
<b>Data Owner</b>	MSAU
<b>Extent</b>	Where applicable
<b>Values</b>	Positive numbers

**90. STHCK\_HGT**

<b>Common Name</b>	Surface Thickness
<b>Definition</b>	The thickness of the surface layer of pavement/concrete in inches
<b>Data Owner</b>	MSAU
<b>Extent</b>	Where available
<b>Values</b>	Positive numbers; two decimal places

**91. BARE\_PVMNT\_CD**

<b>Common Name</b>	Bare Pavement System
<b>Definition</b>	A system of designated routes that are the first to be cleared and/or chemically treated in the event of winter weather conditions; generally consisting of all Interstates, four-lane divided primary routes and some secondary routes.
<b>Data Owner</b>	MSAU
<b>Extent</b>	Where applicable
<b>Values</b>	Coded domain

Domain:

<b>Value</b>	<b>Description</b>	<b>Notes</b>
Y	YES	Segment is part of the Bare Pavement System



## 92. PSTD\_RTE\_CD

<b>Common Name</b>	Posted Routes
<b>Definition</b>	A system of designated secondary routes where truck traffic with axle weights exceeding 13,000 pounds is prohibited by ordinance.
<b>Data Owner</b>	MSAU
<b>Extent</b>	Where applicable
<b>Values</b>	Text
<b>Notes</b>	The value is the ordinance number; any value present indicates that the segment is part of the Posted Route system.

## 93. Shape\_Length

<b>Common Name</b>	Shape Length
<b>Definition</b>	The two-dimensional length of the segment in feet
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Positive numbers; six decimal places
<b>Notes</b>	This field should not be used to determine the length of segments or routes. Instead the user should create a field and calculate the values to be Ending Milepost minus Beginning Milepost. The official length is based on mileposts because they reflect three-dimensional measurements.

#### 94. Beg\_Intersect\_Mp

Common Name	Beginning Intersection Milepost																												
Definition	The milepost value that the Beginning Intersection Feature applies to. It is the beginning milepost value of the LRS segment that the Road Characteristics segment originated from.																												
Data Owner	GIS Unit																												
Extent	Every segment																												
Values	Positive numbers; three decimal places																												
Notes	<p>For example, suppose LRS Arcs has a segment on NC-15 that starts at an intersection with SR-1010 at milepost 5.21 and ends at an intersection with US-70 at milepost 5.81. In Road Characteristics, that segment has been split into three segments because there is a break any time a Road Characteristics attribute value changes. This is how the LRS segment is split up in Road Characteristics:</p> <table><tr><th>Route</th><th>BegMp1</th><th>EndMp1</th><th>Beg_Intersect</th><th>End_Intersect</th><th>Beg_Intersect_Mp</th><th>End_Intersect_Mp</th></tr><tr><td>NC15</td><td>5.21</td><td>5.41</td><td>SR1010</td><td>US70</td><td>5.21</td><td>5.81</td></tr><tr><td>NC15</td><td>5.41</td><td>5.61</td><td>SR1010</td><td>US70</td><td>5.21</td><td>5.81</td></tr><tr><td>NC15</td><td>5.61</td><td>5.81</td><td>SR1010</td><td>US70</td><td>5.21</td><td>5.81</td></tr></table> <p>This table indicates that the Beginning Intersecting Feature, SR-1010, occurs at milepost 5.21 and that the Ending Intersecting Feature, US-70, occurs at milepost 5.81. To determine the offset of an Intersecting Feature, subtract the Beginning Intersection Milepost from the Beginning Milepost 1 (dominant route). In this example, to determine the offset of Beginning Intersection Feature for the second segment, subtract 5.21 from 5.41. The second segment is 0.2 miles from the Beginning Intersection Feature. The same can be done to determine the offset of the Ending Intersection Feature.</p>	Route	BegMp1	EndMp1	Beg_Intersect	End_Intersect	Beg_Intersect_Mp	End_Intersect_Mp	NC15	5.21	5.41	SR1010	US70	5.21	5.81	NC15	5.41	5.61	SR1010	US70	5.21	5.81	NC15	5.61	5.81	SR1010	US70	5.21	5.81
Route	BegMp1	EndMp1	Beg_Intersect	End_Intersect	Beg_Intersect_Mp	End_Intersect_Mp																							
NC15	5.21	5.41	SR1010	US70	5.21	5.81																							
NC15	5.41	5.61	SR1010	US70	5.21	5.81																							
NC15	5.61	5.81	SR1010	US70	5.21	5.81																							

#### 95. End\_Intersect\_Mp

<b>Common Name</b>	Ending Intersection Milepost
<b>Definition</b>	The milepost value that the Ending Intersection Feature applies to. It is the ending milepost value of the LRS segment that the Road Characteristics segment originated from.
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Positive numbers; three decimal places
<b>Notes</b>	See notes for Beginning Intersection Milepost.

#### 96. MP\_LENGTH

<b>Common Name</b>	Milepost Length
<b>Definition</b>	The length of the segment in miles, calculated by the ending milepost minus the beginning milepost. The milepost values are based on 3D measures generated from LIDAR data.
<b>Data Owner</b>	GIS Unit
<b>Extent</b>	Every segment
<b>Values</b>	Positive numbers; six decimal places

#### 97. LANE\_MILES

<b>Common Name</b>	Lane Miles
<b>Definition</b>	The Milepost Length multiplied by the number of lanes. In cases where the number of lanes is 0 or blank, the number of lanes is assumed to be 1.
<b>Data Owner</b>	MSAU
<b>Extent</b>	Every segment
<b>Values</b>	Positive numbers; six decimal places
<b>Notes</b>	Lane Miles has been populated on all roads, even unpaved roads. In most cases, reporting on lane miles should exclude unpaved roads.

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51.	PPLTN_GRP_TYP_CD.....	23
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53.	TRNLN_RGT_TYP_CD.....	24
54.	RW_WID.....	25
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91.	BARE_PVMNT_CD .....	40
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